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Hongkong Daily Press.

ESTABLISHED 1857.

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WHISKIES
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SPECIAL WHITE LABEL
\$15.50 Per Dozen.
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VERY OLD LIQUEUR
SCOTCH
WHISKY.
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LIMITED.
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS. (a1942)

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A Blend
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Distillations of the
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Hongkong, 1st March, 1905. (a1412)

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BOAT CO., LD., is pleased to supply
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Manager,
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Hongkong, 14th June, 1905. 1433

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Hongkong, 17th January, 1905. (101)

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From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. 61

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Extra Dry (Green Seal)

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Hongkong, 17th May, 1905. 1221

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FIRING 10 SHOTS in 3 SECONDS.

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Hongkong, 3rd October, 1900. 52

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CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERBILLS FORD, N. C.
July 3, 1903.

W. H. COMSTOCK CO.

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and indigestion of long standing, and about three-fourths of a box completely cured the trouble,
after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,
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Hongkong, 7th June, 1905. (a37)

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BRANDY	***	-	-	Per Case	\$22.50
"	***	-	-		20.00
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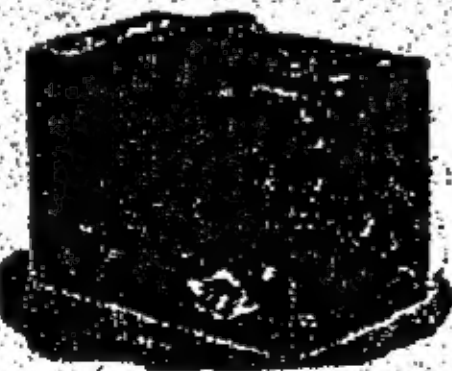
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Hongkong, 15th August, 1904. (a39)

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ESTABLISHED 55 YEARS.

LANE, CRAWFORD & CO., in order to meet an increasing demand for a REALLY
GOOD AND RELIABLE PIANO of English manufacture at a MODERATE PRICE,
have entered into a contract with a leading Maker to supply them with such an Instrument.
THE PIANO HAS BEEN SPECIALLY MADE TO WITHSTAND THIS
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the appearance and tone of an instrument worth double its value; has extended full metal frame,
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PRICES \$390 \$425 \$450

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Hongkong, 19th June, 1905. (a36)

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8 Star, SPECIAL—The finest of all "Pog" WHISKIES at \$19.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$22.00
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Hongkong, 27th May, 1905. (a1269)

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41, 42, 43, 21st March, 1903.

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Hongkong, 12th April, 1905. (969)

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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Hongkong, 10th June 1902. (a1001)

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A FIRST CLASS HOTEL Situated near

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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.

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Hongkong, 31st October, 1902. (a49)

CARLTON HOUSE

HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the

Club Hotel and the Waverley Hotel

have been thoroughly renovated and furnished

in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the

Cuisine a specialty.

Apply to—

THE MANAGER.

Hongkong, 7th October, 1904. (194)

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(HOTEL-SANITARIUM OF SOUTH

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MACAO

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
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No communications should be sent in that have already appeared in other papers or in the press.
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HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 30th, 1905.

At first blush, the now widely spreading movement against everything American would seem to argue that we have all along been wrong in believing that patriotism as Europeans understand it, is foreign to the Chinese nature. It has often been said, and so far as we know, left uncontradicted by the sinologists, that this cohesive quality was the one thing lacking to make the Yellow Peril a reality. Apparently there is a something leaving the Chinese mass now that makes for cohesion and unity; and it is for us, as well as for the Americans, to ascertain what it is. Is it pure patriotism that makes the Chinese merchant from Singapore to Tientsin refuse to buy or sell any more American goods, that makes the native Christian forsake his American pastor for a minister of some other nationality, and that even makes the casual coolie look for employment that is not remunerated with American money? Mr. ELLIOTT L. OSOON, M.D., of Chuchoung is it is that it is "a new-born patriotism" that is rapidly extending a Chinese popular prejudice against the American Exclusion Act amongst thousands who neither intend nor hope to visit American shores. These are agitating, he says, that the privilege of freer entrance and transit may not be withheld from their more favoured brethren. Frankly, we do not believe it. We do not believe that it is patriotism at all. Patriotism is a thing of mushroom growth, and Dr. Ossoon's reference to it as a "new-born" is an admission that there was no patriotism previously observable. We consider that it is the old anti-foreign prejudice revived in a more ill-defined and limited shape, and none the less strong because

its expression has a more plausible excuse this time than it has had in the past. Given a general prejudice like that,—and few consider that it has ever been more than dormant, like the menagerie lion's loathing of his trainer—and a fresh grievance, it is not difficult to understand why there should be presented the semblance of a united China. Dr. Ossoon himself suggests our explanation by the statement that "the newspapers are following the style of foreign newspapers and picturing the case in as lurid colours as possible. Consequently the Chinese are being aroused." It is no part of our purpose to deny that the American Exclusion Act is just as much a creature of prejudice as is the Chinese boycott; and for it we have at present neither justification nor blame. The Chinese side of the question alone engages our attention; and the answer to the question mooted at the outset is of absorbing interest to all foreigners. For if this be, indeed, a nascent patriotism that is spreading throughout China, there is ample material for both hope and fear. It has been the absence of any true patriotism that has made foreign encroachments so easy and so safe. It has been the same lack that has prevented the best foreign teachings from bearing fruit and benefiting China. If it be true that the virus of national esprit has indeed entered the sluggish blood of this people, fear must come to the foreigner, and the converts to the belief in a Yellow Peril would be many. With patriotism they could do great things, and at first the foreigner within the gates could not hope to enjoy his present eminence in commerce, in politics, in all things Chinese. Yet as enlightenment waits on patriotism for the Chinese, so hope would wait on fear for the foreigner. The period of change would be uncomfortable for him, as the spring-cleaning is disturbing to the male householder; but afterwards there would be a better, an appreciably better, state of things. As Chinese patriotism means a great spring-cleaning, the importance of the recent movement to the world (as well as to America) depends upon the extent to which it can be described as patriotic. We have quoted the Chuchou Doctor's opinion: we will now quote Mr. CONGER, late American Minister at Peking. He is said to disbelieve that the American boycott is on a wholesale scale. He somewhat obscurely says it is a political, rather than a commercial movement. "The Chinese were politicians before America was discovered. Exclusion chiefly affects coolies, and Chinese merchants do not bother about coolies." If they do not "bother about coolies," we can dismiss their patriotism at once; but we fancy Mr. CONGER is wrong in his premises. The Chinese agitators are certainly under the impression that the American legislation affects more than coolies. Altogether, we are at a loss to catch Mr. CONGER's drift. A political Chinaman must be in some degree a patriotic Chinaman, and both have been regarded as practically non-existent. But assuming that the alleged political side of the Chinaman is now showing uppermost, surely the movement hostile to America is the more likely to be serious; and Mr. CONGER appears to be emulating the apocryphal caric which buried its head in the sand to escape observation. We have not hitherto regarded the American boycott as anything more important than a paroxysm of anti-foreign prejudice created by a sudden perception of the apparent injustice of those who had been ostentatiously posing as friends of China. Believing that the Chinese commercial instinct, that is, the self-interest of the individual, would be too strong for his "new-born patriotism," we did not and do not anticipate an effectual boycott. American trade may suffer for a time, perhaps even for a long time in a small way; but the Chinaman's reluctance to let good business go past him may be counted upon to nip the present "patriotic" sentiment in the bud. Already there are traitors in the camp. What one Chinaman resigns, another eagerly takes up, and so it has always been in China. When the coastal Chinese were fighting to prevent the landing of the foreign devil, their inland neighbours went about their business. This was not their business, they thought. So now there are Chinese who are taking up American agencies while their compatriots suspend business to preach a crusade against the perfidious Yankee. Sending to such a rudely drawn picture of a dagger may scare here and there an odd one; but it will not make for the necessary unity. It will not, in a word, breed patriots or patriotism. The news that Chinese "patriots" in Shanghai had attacked a fellow countryman who persisted in having deal-

ings with Americans sounded, for us, the death-knell of this "national movement," inaugurated with so much palaver and trumpeting. It also confirmed us in our disbelief of the confident assertion of one Chinese journal that "China is united on the present question." The movement may still be sufficiently serious to scare America into modifying the objectionable legislation; but some judicious diplomatic delay, after the manner of China, would, we are confident, see this great national movement die of inanition. As the local feeling that prompts the restrictions, and the other that wishes for American commercial progress in China, are not shared by the same people, there will not be any more united front in America on the subject; and it is impossible to say what will be the ultimate decision. In probability, however, it will be as we have suggested. America will mark time, the Chinese will simmer down, and the status quo will continue.

There was only one plague fact yesterday, the 193rd.

The French Mail of the 30th May was delivered in London on the 29th inst.

According to Indian papers, the Japanese language is to be taught in one of the Lahore colleges.

For obstructing the southern railway, Mr. F. A. Hazell yesterday fined thirteen owners of boats \$10 each.

The Pacific Mail S.S. Co. is being sued by a Japanese junk owner for the value of a lighter and cargo run down by the s.s. *Siberia*. The case is still in Japan *sub judice*.

The other day we noted that a new Temperance Society at Seoul had secured seven members. It is now suggested that the conversion of the remaining 186,629 persons is only a matter of time.

The list of successful candidates at the recent examination of officers in foreign languages includes the names of two officers who have passed in Japanese, one of whom has qualified to be interpreter, and six who have passed in Russian.

A marriage has been arranged between Sir Alexander Brettenham, K.C.M.G., Governor of Jamaica, and Mary Emily, eldest daughter of Mr. R. P. Copeland, D.L., Kibblesmore Hall, Stone, Staffordshire, and grand-daughter of the late Mr. W. T. Copeland, D.L., M.P.

A constable from the Naval yard was charged before Mr. F. A. Hazell at the Police Court yesterday with maliciously damaging clothing to the value of \$306, in a house in Ship Street, by throwing a corrosive fluid thereon. The case was remanded, bail being allowed in the sum of \$1,000.

The British and foreign military attaches with the Russian headquarters in Manchuria lost every item of their personal effects during the retreat which followed the battle of Mukden, and arrived at Tieling with only the clothes they stood in. Although their hosts did all that could be done, they suffered extreme privations for a long period until Kharbin was reached.

The hearing of the case against "Dr." Wong Ho Cheong and Wong Kam Chinese "magicians," who were charged with causing bodily harm by throwing boiling water on the accountant of the Wa On Am shop, Queen's Road, was continued before Mr. G. N. Orme at the Police Court yesterday, when His Worship held that the evidence was not strong enough to convict, and dismissed the charge.

Shocked by the spectacle of a Chinese countryman lying with his head in a pool of blood (the man had jumped off when the train was going fast) "Wayfarer" writes us a long letter to emphasise the responsibilities of the Government. It is, however, too late now to argue that "electric trams are as incongruous and as suitable in Hongkong as sieves would be in London." Much better write to the Chinese papers, advising Chinese to sit still until the train stops.

By kind permission of Lieut.-Col. C. H. U. Price, D.S.O., and Officers of the 129th Baluchis the band of the Regiment will play the following programme at the United Services Recreation Club, Kowloon, to-day, commencing at 5 p.m. (weather permitting):—

March two steps "Razors in the Air"
Dance "Old Tapestry" William Laymond
Selection "The Sirdar" Godfrey
Valse "Liebestraum" Godfrey
Overture "Paraphrase" Supple
Pavane "Golden Spinks" Brewster
Selection "Reminiscence of the Plantation" Chambers
Chambers
Selection "Hibernian Banquet" Kappe
Coke Walk "Jolly Negroes" Burger
March "Hos D'Ouivre" Cavare Frisemann
Soups—Scotch Frit, Mulligatawny Soup, Fish
—Fried Fish, Entree—Mashed Chicken Jelly,
Sautéed Fillet of Beef aux petits pois, Pigeon
and Macaroni Pudding, Joint—Roast saddle of
Mutton, Roast Capon and Capon Sauce, Baked
York Ham, Curry—Curry Giblet, Salad—Mixed
Salad, Vegetables—Boiled Potatoes, Roast
Potatoes, Green Peas, Stewed Onions, Sweet-
Plum Pudding, Prunes Pie and Cream, Vanilla
Ice Cream, Finger Cakes, Fruits in season,
Tea and Coffee.

TELEGRAMS.

"DAILY PRESS" SERVICE.

STARTLING NEWS FROM RUSSIA

MUTINY, MURDER, AND ARSON.

LONDON, 29th June.

When the *Kriaz Potemkin*, a twelve thousand-ton turret ship, arrived at Odessa, the crew mutinied, and in the trouble that followed, several officers were killed.

The harbour buildings, and some of the shipping, were set on fire.

The city of Odessa is in a state of anarchy. The Sebastopol squadron was summoned, but subsequently countermanded, as it was feared the crews would join the mutineers.

INDIAN VICEROY AND G.O.C.

LONDON, 29th June.

It is reported that a compromise has been arranged by Lord Curzon and Lord Kitchener, of the difficulty arising between the G.O.C. and the Army Council. The approval of the Secretary of State is awaited.

"DEUTER'S SERVICE."

PRINCE ARISUGAWA IN ENGLAND.

LONDON, 29th June.

The *Standard* says that the visit of Prince Arisugawa will strengthen the regard we entertain for the Japanese even before they had given incontestable proof of their progressive spirit and martial capacity. There is a preponderant opinion in favour of turning a dormant contingent alliance into an active treaty for mutual defence. It is difficult to imagine any circumstances in which the weakening of either Power would not directly injure the other.

LATER.

This morning, Prince Arisugawa drove out in semi-state, paying a series of calls on British Royalties. He was frequently recognised in the streets, and loudly cheered. In the afternoon, His Highness attended a Japanese Society's garden party in the Botanical Gardens, and afterwards dined with the King and Queen at Buckingham Palace.

CHINA AND THE TIBET TREATY.

LONDON, 29th June.

Mr. St. John Brodrick states that negotiations are still proceeding relative to the adherence of China to the Tibetan Treaty.

INTERESTING NEW COMPANY IN LONDON.

A company has been formed for the purpose of supplying London with a reliable service of petrol-driven motor-cabs and carriages. The capital (£352 each). Those already in service have been earning £1 19s. 5d. a day, and each cab is calculated to make a clear profit of £104 10s. a year. The capital is £150,000. Lord Ranfurly, formerly Governor of New Zealand, is chairman of the company.

MORE ARMED ROBBERS "WANTED."

At the Police Court yesterday afternoon, before Mr. F. A. Hazell, Mr. H. Hursthouse (of the Crown solicitor's office) applied, on behalf of the Chinese Government, for the extradition of the Kam Shing and Cheung Kung Tai who are required in China to answer a charge of armed robbery in the village of Tain Hang Kung, Kwong Ning district.

Mr. Hursthouse stated that while three district watchmen were going their rounds in the village on the night of the 26th April they sighted a number of men, some of whom were armed with knives and others with revolvers. Thinking that something was wrong, they approached, and found that the robber gang consisted of about 20 persons, who set upon the watchmen and overpowered them, relieving them of their carabines and accoutrements. This took place outside the house of Wong Fuk King, paper manufacturer, where the robbers then proceeded to bind the watchmen. They then turned their attention to the house, the door of which they broke open, and finding the master and his wife bound them and proceeded to ransack the place, carrying off money and clothing to the value of about \$280. Having secured all the booty available, they released the watchmen, telling them at the time that if they attempted to follow they would be shot. The watchmen reported the matter, and the elders of the village caused energetic search to be made for the robbers, but without avail. Two of them, however, were recently arrested in Hongkong.

After the hearing of part of the evidence the case was adjourned.

THE WAR.

"DEUTER'S SERVICE."

THE SINKING OF THE "IKHOMA."

LONDON, 27th June.

Sir Charles Hardinge has been instructed to bring the sinking of the *Ikhoma* to the notice of Count Lamdorff.

AN EXPERT OPIUM SMUGGLER.

Chan Ka Ching, who was at one time employed by the Opium Farmer to detect traffickers in illicit opium, has recently taken to the traffic pign himself, and although he probably learned a number of tricks of the trade while in the Farmer's employ, he has at last fallen into the net of the excise officers. He has successfully managed, on more than one previous occasion, to smuggle in 20 tons of opium at a time from Swatow, and such a quantity was found at his house in Eastern Street when visited by an excise officer. While he was absent his wife was arrested charged with being in unlawful possession, but a remand was granted on the application of the police, and Chan was placed before Mr. G. N. Orme at the Police Court yesterday to answer the charge. He was found guilty and ordered to pay a fine of \$400, the alternative being three months' imprisonment.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

Mr. J. Whittall made the highest score for the Governor's Cup for the month of June, and therefore becomes the holder of the Cup for the month of July. He also wins one of the China Mail Cups.

The principal scores were as follows:—
J. Whittall 63 plus 4 = 67
E. W. Dawson 54 " 10 = 64
F. Marshall 41 " 23 = 64
J. C. Gow 61 " 2 = 63
W. Dobbs 50 " 12 = 62
W. J. Batty 61 " 1 = 61
Hon. F. H. May 55 plus 6 = 61
C. Collier 52 " 8 = 60
W. G. Whiteburn 44 " 16 = 60
T. K. Dealy 39 " 20 = 59
W. Goodfellow 56 " 4 = 60
H. T. Wilgins 43 " 16 = 59
A. Mackenzie 53 " 6 = 59
C. E. H. Bravis 51 " 4 = 55
T. P. Cochrane 38 " 20 = 58
R. E. O. Bird 44 " 10 = 54
W. A. Farrell 42 " 12 = 54
L. G. Bird 47 " 6 = 53
W. H. Wickham 42 " 10 = 52
A. Moir 47 " 4 = 51
Wm. B. Boyce 43 " 8 = 51
W. H. T. Davis 44 " 6 = 50
M. Justice Pigott 41 " 9 = 49
H. W. Robertson 42 plus 6 = 48

THE RAISON D'ETRE OF A MAN-O-WAR.

Replying to a toast at the Royal Colonial Institute's annual dinner, Rear-Admiral Percy Scott, C.V.O., C.B., LL.D., said: "It gives me great pleasure to respond to the Navy, because I believe in the last hundred years the navy has never been so prepared for war as it is today. We have at the Admiralty a board united, fearless, vigorous, and progressive, ready to undertake any necessary reforms, however great they may be. All our obsolete ships have been put on the scrap heap, but what is of even greater importance to the navy is that all the obsolete old notions which have kept us in the back ground are going on the scrap heap also. We have a new fighting organization, and a new system of training which will, I hope, enable officers to give up various drills which they now practise, but which have no military value, and encourage them to turn their attention to the art of gunnery, which is the *raison d'être* of the existence of a man-of-war."

THE CHURCH IN THE FAR EAST.

In the House Memorial Hall of the Church House, on May 29th, the Bishop of St. Andrews presided over a united meeting in support of Church of England missions in the Far East. Referring to the great gifts shown by the Japanese people, the Bishop said that when they had received the last and greatest gift of all, they would become in the true sense a Christian nation. He had had a guest a Japanese priest who could hold his own with any son of Oxford or Cambridge. Now and then a man was found writing to *The Times* that missionaries were doing nothing, but against that might be placed the evidence of Bible-books of the Commission on Native Affairs in South Africa, and of many offices in different parts of the world, working for more effect to mission work than the missionaries themselves would have dared to claim. The Rev. F. Jones from Shan-tung, the Rev. L. B. Chalmers from Japan, the Rev. M. N. Trollope, late of Korea, and the Rev. Mackwood Stevens also took part in the proceedings. The annual report of the association in aid of the North China and Shan-tung mission stated that the mission work was becoming increasingly that of the native Christians themselves. The European missionaries were everywhere striving to develop the autonomy of the native Church. The statistics of medical work showed 12,878 attendances at the Peking dispensaries, 3,500 in Yung Ching, and 1,050 in Ho-chien.

EXTRAORDINARY BUSINESS OFFER.

The offer of a husband as a prize to lady canvassers was set out in a leaflet run by the Official Receiver in the Bankruptcy Court yesterday, when the Nelson Widows' Pension Tea case was before the court.

Mr. Ramsay Jensen, the founder of Nelson and Company, Limited, and other directors appeared for public examination. It was during Mr. Jensen's evidence that the leaflet was produced. Its terms were as follows:—

Private and Confidential.—For lady-workers only.—£10.00 in commission to be divided among the young ladies three months after the last of the 10,000 branches is opened. The young lady who produces the best results, compared with the amount of salary received, for not less than six months' service will receive £500, and be allowed to marry any single young gentleman in the firm.

Should the young gentleman refuse to marry her, we will pay her breach of promise damages, £100 extra, and dismiss the young gentleman from the firm.

CORRESPONDENCE.

OFFICERS OF THE H.K.V.C.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th June.
SIR,—I notice in to-day's issue of your paper that "15 Pounder" only invites correspondents from old members of the Corps, thinking, no doubt, that he will meet with least resistance from that quarter, since he evidently expects them to be as sore over it as he himself undoubtedly is. I may here state for his edification (and I have it from very good authority) that several old members of the Corps were offered the Commission, but preferred to remain in their present position.
It must be admitted that there are more qualifications than merely length of service required in a man of the rank and file to make him eligible for a higher position, and I am fully confident that the Sergeant and Gunner referred to in "15 Pounder's" letter will, when the time comes, prove themselves well worthy of His Excellency's Commission, both in efficiency and in commanding the respect due to them from their subordinates.

Trusting this will not take up too much space in your valuable paper.—I remain, Yours truly,
MAXIM.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong 28th June.
SIR,—I have read with much interest the correspondence by "Citizen" and "15 Pounder" re the promotion of the Junior Sergeant and the Gunner, and I endorse all their remarks. I don't think this is the correct way to do things, and this will only lead to men leaving the Corps. I think commissions should be granted only to men who have the longest service in the Corps and according to their merit, and before granting some the candidates should go in for an examination both practical and theoretical. I would like to mention a case in which a recruit who joined the Coronation Contingent in 1902 was at once promoted to the rank of sergeant before the contingent left for home, and on his return to the Colony he was again promoted and this time to the rank of lieutenant. I think this is a fine piece of work, and if this is the way one gets promoted in the H.K.V.C. there is hardly any hope of ever increasing the number of men in the Corps to any great extent.

With regard to increasing the number of men in the Corps up to about 500, the only inducement is to have a few infantry companies in addition to the present artillery companies. For the last three years the *sole cause* of the majority of men resigning from the Corps was the abandoning of the Machine Gun and Infantry Companies, which was a very unwise thing. It does not follow that every one likes to join an artillery company. I will not be a bit surprised to see the membership of the Corps dwindle down to about 100 men in time to come. If the officers wish to see the numbers increase, they must please the men or else it will be a failure so far as increasing the number of men is concerned. I want to know why the infantry company was wiped out. Is it useless to have an infantry company? Decidedly not.—Yours etc.,

INFANTRY COMPANY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong 29th June, 1905.
SIR,—I was very pleased indeed to read "15 Pounder's" letter as regards the promotions in the Hongkong Volunteer Corps. I am more pleased that a member has come forward to give vent to his feelings. The promotions of the junior sergeant and gunner to a commission rank is both unfair and unjust. These gentlemen have got their appointments through pure favoritism, which causes a lot of ill-feeling between the old members who have served the Corps for a long period and have not even a stripe to show. I am sure it was not through practical knowledge of the art of gunnery that has won them this big jump. If these appointments are not cancelled I am very much afraid that the Hongkong Volunteer Corps will be minus a few more members. Why not have an examination, say once a year, so that every one may have a chance of rising to a higher position? It would mean, I am sure, the strengthening of the Hongkong Volunteer Corps and a name worthy of the King and Country they serve.

Hoping, Mr. Editor, I have not taken up too much of your valuable space.—I remain, Yours etc.,

LONG TOM.

Answer to R. L.—The custom is to give notice on the last day of the calendar month; not any "four weeks" prior to the day you wish to give up the room. Hand your landlord written notice to-day, and your obligations (and rights) cease on July 31st. We suppose you have been paying your rent monthly, in which case the "absence of a special agreement" makes no difference—a fortnight would not be sufficient. If your object is to save a fortnight's rent, you will hardly gain it by going to law. If it be a question of principle, go to a lawyer and get advice on the merits of your specific case.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Kobe at 11 p.m. on Tuesday, the 27th inst., and left again at noon on Wednesday for Yokohama, where she was due to arrive at noon yesterday.
The P.M. str. *Manchuria*, with mails, &c., which left hence May 30th for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, (Inland Sea), Yokohama and Honolulu, arrived at her destination on the 27th inst.
The Backmail Line str. *Buenaventura*, from London, &c., left Singapore on the 28th inst., and is due here on the 4th prox.

SHIPPING.

ARRIVALS.
BENLOMOND, British str., 1,752, Henderson, 28th June.—Singapore 25th June, General.
Gibb, Livingston & Co.
JOHANNES, German str., 852, Island, 29th June.—Bangkok 23rd June, Rice.—Jensen & Co.
KHAIPO, British str., 2,291, J. H. Middleton, 29th June.—Barry Dock 2nd May, Coal.—Dunell & Co.
LOUIS ROSE, British str., 2,296, J. J. Thompson, 29th June.—Newcastle (N.S.W.) 8th May, Coal.—Order.
ONSANG, British str., 1,787, J. T. Davies, 28th June.—Pekalongan 20th June, Sugar.
Jardine, Matheson & Co.
OSCAR II, Norwegian str., 2,000, R. Olsen, 28th June.—Korsten 22nd June, Coal.—Mitsui Bussan Kaisha.
SILDA, Norwegian str., 2,097, L. Christiansen, 29th June.—Mojib 23rd June, Coal.—Mitsui Bussan Kaisha.
TAISHUN, Chinese str., 1,216, Jamieson, 29th June.—Shanghai 25th June, General.—Chinese.
THORFAERLUND, Norwegian steamer, 2,826, Kamfjord, 29th June.—Shanghai 24th June.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 29th June.
J. C. Ropes, American ship, for Baltimore.
Benlomond, British str., for Singapore.
Carl Hederichsen, German str., for Hoihow.
Elizabeth Rietman, German str., for Hoihow.
10th str. British, for Chinkiang.
Scottish Ship, British ship, for Manila.
Sirva Lucan, British ship, for Royal Roads.

DEPARTURES.

28th June.
EMMA LUTKE, German str., for Swatow.
TIGER, German gunboat, for Amoy.
 29th June.
DUPREIN, British transport, for Weihaiwei.
ESANG, British str., for Tientsin.
FBI, Norwegian str., for Baiphong.
MARIA VALMIR, Austrian str., for Trieste.

SHIPPING REPORTS.

The British str. **Benlomond** reports: Light to moderate monsoon.
 The British str. **Onsang** reports: Light to moderate S.W. wind and smooth sea.
 The British str. **Louise** reports: Nothing but fine weather and very smooth sea. In fact such weather I never did see, very hot at times, as much as 108 in the shade on deck.

VESSELS IN DOCK.

29th June.
ARRIVED DOCKS.—**Bufo**, **Travancore**, **Humber**, **Delf**, **Taiwan**, **Taiwan**, **COROPOLITAN** Dock—**Glentworth**.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 The Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports TO-DAY, the 30th inst., at 11 A.M.
 For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.
 General Managers.
 Hongkong, 28th June, 1905. [146]

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LOYD, BREMEN

JAPAN-CHINA-AUSTRALIA LINE
 VIA NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELM-STRASSE, SYDNEY
AND MELBOURNE.
 TO-DAY, the 30th June, at Noon, the Steamship "WILHELM" Captain Odenauer, with Mail, Passengers and Cargo, will leave this port as above.
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Lines can be washed on board.
 For Further Particulars, apply to
MELBOURNE & CO.
 Agents.
 Hongkong, 27th June, 1905. [152]

FOR MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.
 The Buckall Line Steamship

"MANICA."

Captain Leslie, will be despatched as above on THURSDAY, the 6th July, at DAYLIGHT.
 For Freight, apply to
NIPPON YUSEN KAISHA.
 Agents.
 Hongkong, 27th June, 1905. [153]

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"OCEANIAN."
 Captain Court, will be despatched for MARSEILLES on TUESDAY, the 11th July, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
S.S. "TOURANE" ... 25th July.
S.S. "TONKIN" ... 8th Aug.
S.S. "ARMAND BEHC" 22nd Aug.
G. de CHAMPREUX,
 Agent.
 Hongkong, 28th June, 1905. [152]

FOR NEW YORK
 VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship
"KENNEREC"
 will be despatched on or about the 20th July, to be followed by the Steamship
"BREIZEL"
 about the middle of August.
 For Freight & further information, apply to
STANDARD OIL COMPANY
 OF NEW YORK,
 Oriental Freight Department,
 4, Des Vaux Road, Central.
 Hongkong, 26th June, 1905. [118]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENLOMOND	Brit. str.	—	Henderson	GIBB, LIVINGSTON & CO.	Quick despatch.
LONDON, &c. via PORTS OF CALL	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP, via SINGAPORE &c.	PALESTINE	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 7th July.
LONDON, AMSTERDAM & ANTWERP	CLAUDUS	Brit. str.	1 m.	F. G. Andrews	BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	HYRON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th July.
LONDON, AMSTERDAM & ANTWERP	ALIA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Aug.
LONDON, AMSTERDAM & ANTWERP	PAKLING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES, LONDON & ANTWERP, &c.	MANICA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 6th July, at Daylight.
MARSEILLES, &c. via PORTS OF CALL	OCEANIAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th July, at 1 P.M.
BREMEN, via PORTS OF CALL	DARBYSHIRE	Ger. str.	—	—	MELBOURNE & CO.	On 5th July, at Noon.
HAVRE, A'WEEP & HAMBURG via STRAITS, &c.	BRISGAVIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 7th July.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	SETHONIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG via STRAITS, &c.	ALBIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 26th July.
HAVRE & HAMBURG via STRAITS, &c.	SAMBIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAVRE & HAMBURG via STRAITS, &c.	RENNANIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 6th Sept.
TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Brit. str.	—	—	SANDER, WIELER & CO.	On 2nd July, A.M.
GENOA, MARSEILLES & LIVERPOOL	TELEMACUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Aug.
NEW YORK, via PORTS & SUEZ CANAL	MONTROSE	Brit. str.	—	—	DODWELL & CO., LD.	About 30th inst.
NEW YORK & BOSTON	AMERICAN PRINCE	Am. str.	—	—	ARNOLD, KARBURG & CO.	About 12th July.
NEW YORK via PORTS & SUEZ CANAL	VERONA	Brit. str.	—	—	STANDARD OIL CO.	About 25th July.
NEW YORK via SUEZ	INDRAWADI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 31st July.
VANCOUVER, via SHANGHAI JAPAN, &c.	VANDALIA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER, via SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC CO.	On 5th July.
VANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC CO.	On 12th July.
VICTORIA (B.C.) & TACOMA via JAPAN	PLEIADES	Am. str.	—	—	DODWELL & CO., LIMITED	On 12th July.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN	KRENN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th July, at Daylight.
PORTLAND, OREGON via SHANGHAI, &c.	NICOMEDIA	Brit. str.	—	—	PORTLAND & ASIATIC S.S. CO.	To-day, at Noon.
AUSTRALIAN PORTS	WILLEHAD	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th July, at Noon.
AUSTRALIAN PORTS via MANILA, &c.	CHINOOK	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	About 8th July.
AUSTRALIAN PORTS	CHINOOK	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, via SHANGHAI, MOI & KOBE	YUNNAN	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 4th July, at 3 P.M.
SHANGHAI	WINGANG	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 6th July, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	CLARA JESSEN	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	On 2nd July, at 8 A.M.
TAMUOI, via SWATOW & AMOY	FAITHFUL	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	About 3rd July.
ANPING via SWATOW & AMOY	PROMISE	Ger. str.	—	—	JARDINE, MATHESON & CO.	On 4th July, at Daylight.
AMOY, STRAITS & RANGOON	PALAMCOTTA	Brit. str.	—	—	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA	LOONSHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th July.
MANILA	TANING	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 8th July, at Noon.
MANILA	ZAFIRO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th July.
CEBU & LOLOLO	KAIPONG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 1st inst., at Noon.
SINGAPORE, SOERABAYA & SAMARANG	FOOSHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 5th July, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMBANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	About 11th July.
BATAVIA, CHERIBON SAMARANG &c.	TIJAH	Dut. str.	—	—	—	—

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON, &c.	NUBIA F. J. Fox	Noon, 1st July	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALESTINE E. G. Andrews	About 7th July	Freight only.
YOKOHAMA via SHANGHAI, MOI and KOBE	JAPAN E. P. Martin, R.N.R.	About 8th July	Freight and Passage.

Calling at Penang if sufficient indentment offers.
 For further Particulars, apply to
L. S. LEWIS,
 Acting Superintendent.
 Hongkong, 28th June, 1905. [1]

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUOI via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 2nd July, at 8 A.M.
ANPING via SWATOW AND AMOY	H. A. HARALDSEN "PROMISE"	About MONDAY, 3rd July.
SHANGHAI via SWATOW, AMOY AND FOCHOW	THORSTENSEN "CLARA JESSEN"	THURSDAY, 6th July, at 10 A.M.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
 On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 5, Des Vaux Road Central.
 Hongkong, 22nd June, 1905. [14]

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
 VIA
MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
PLEIADES	3,753	F. G. Furlington	Wednesday, July 12th
SHAMUT	9,665	E. V. Roberts	Thursday, July 20th
TREMONT	9,665	T. W. Gerlick	Tuesday, August 8th

[Cargo only.]

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE, AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-tower s.s. "SHAMUT" and "TREMONT" are fitted with very superior
 Accommodation for First and Second Class Passengers. The large size of these vessels ensures
 steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
 in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 26th June, 1905. [7]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
 LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
 LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

DESTINATIONS	SAILING DATES
BRISGAVIA (Havre, Antwerp & Hamburg)	On 7th July. Freight.
SITHONIA (Havre, Bremen & Hamburg)	On 12th July. Freight.
ACTILIA (Havre & Hamburg)	On 26th July. Freight.
ALESIA (Havre & Hamburg)	On 5th Aug. Freight.
SAMBIA (Havre & Hamburg)	On 23rd Aug. Freight.
RENNANIA (Havre & Hamburg)	On 6th Sept. Freight & Passengers.
VANDALIA (New York via Suez)	About beginning of October. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this
 steamer. Saloon and cabin amplitudes. Lighted throughout by electricity. Daily qualified doctor
 and stewardess on board.
 For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
 The following chartered steamers will run at intervals of about 3 weeks:—

STEAMERS	CAPTAIN
S.S. "LOTHIAN"	Captain J. C. Williamson
S.S. "INDRAVELLI"	Captain S. Callington
S.S. "CORNFIELD"	Captain J. W. Martin
S.S. "GRANLEY"	Captain W. E. Steele
S.S. "KRAL"	Captain M. Robertson
S.S. "ARCO"	Captain G. E. Cox
S.S. "BIRK"	Captain J. Bowley
S.S. "INKULA"	Captain Dasa
S.S. "KATHEBINEPARK"	Captain Corp.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
 AGENTS.
 Hongkong, 10th February, 1905. [15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
 Hongkong and Manila. Saloon and cabin amplitudes. Electric Light. Perfect
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
 date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. H. Notley	Manila	Fri. 30th June, 4 P.M.
ZAFIRO	2540	R. Rodger	Manila	Sat. 8th July, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 27th June, 1905. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
 S.S. "INDRAWADI" ... On 31st July.
 For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 30th June, 1905. [1004]

VESSELS ON THE BERTH

REGULAR
 STEAMSHIP SERVICE TO NEW
 YORK

VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT MALABAR
 COAST.)

PROPOSED SAILINGS FROM HONGKONG.
 1905. About
"MONTROSE" ... 30th June.
"ST. HUGO" ... 4th Aug.
"SHIMOSA" ... to follow.
 For Freight and further information, apply to
DODWELL & CO., LD.
 Agents.
 Hongkong, 27th June, 1905. [283]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
 TRALIA, INDIA, ADEN, EGYPT,
 MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
 THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PENANG, GULF CONTINENTAL,
 AMERICAN AND SOUTH AFRICAN PORTS.
 The Steamship

"NUBIA,"
 Captain F. J. Fox, carrying "His
 Majesty's" Mail, will be despatched from this for
 Bombay on SATURDAY, the 1st July,
 at Noon, taking passengers and cargo for the
 above ports in connection with the Company's
 s.s. "Mongolia," 3,800 tons, from Colombo.
 Passengers' accommodation in which vessel is
 secured before departure from Hongkong.
 30th and 31st July, at 11 A.M. for France, and
 1st Aug. for London (under arrangement) will be
 transhipped at Colombo into the mail steamer
 proceeding direct to Marseilles and London—
 other cargo for London, &c., will be conveyed
 from Bombay by the R.M.S. "Arcadia," due
 in London on the 18th August, 1905.
 Passengers will be received at this Office until
 4 p.m. the day before sailing. The contents
 and value of all packages are required.
 For further particulars apply to
L. S. LEWIS,
 Acting Superintendent.
 Hongkong, 19th June, 1905. [1]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
 RUSSIA AND TRISTE (DIRECT),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, ADEN, SUEZ,
 and PORT SAID.
 (Taking Cargo at through rates to the BRASIL,
 to SOUTH AFRICA, PENANG, GULF, RED
 SEA, BLACK SEA, LEVANT, VENICE and
 ADRIATIC PORTS.)
 The Company's Steamship

"NIPPON,"
 Captain Feich, will be despatched as above on
 SUNDAY, the 2nd July, A.M.
 This steamer has accommodation for
 passengers, electric light and carries a doctor.
 For information as to Passage and Freight,
 apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 21st June, 1905. [3]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at PORT DARWIN and QUEEN-
 SLAND PORTS, and taking through Cargo to
 Adelaide, New Zealand, Tasmania,
 &c.)
 The Steamship

"AUSTRALIAN,"
 Captain McArthur, will be despatched for the
 above ports on WEDNESDAY, the 12th July,
 at Noon.
 This well-known Steamer is specially fitted
 for Passengers, and has a Refrigerating Cham-
 ber, which ensures the supply of Fresh Provi-
 sions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with
 the Electric Light.
 A fully qualified Surgeon and Stewardess
 are carried.
 N.B.—To assure the additional comfort of
 passengers the Steamers of the Company have
 electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 16th June, 1905. [1455]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOST

